

**AMENDMENTS TO THE CLAIMS:**

Claims 1-10 (canceled)

Claim 11 (new): A central speed control mechanism for remote control cars comprising:

a housing and a cover connectable to each other and being respectively provided with corresponding grooves on an inner wall, tooth rim provided on a rim of the cover, at least a pivot each provided with a helical gear at an end and passing through both of the housing and the cover; and

a gear set including a positioning block, a plurality of bevel gears and axles, axle holes being equally provided on a periphery of the positioning block for the axles to engage and position therein, a central hole with a cone surface being provided in the bevel gear, a front end of the axles being provided with a positioning pillar which forms a cone surface by degree, a rear end of the axle being in the form of the same shape as a groove on the inner wall of the housing for engagement purposes, expanding stairs being provided in an end the central hole of each bevel gear of the gear set for receiving an O-ring therein, such that when the bevel gear is drawn back due to centrifugal force, press on the O-ring generates a flexibility restoring force;

whereby when inserting the axles into the central hole of the bevel gear along the cone surface, the axle is assembled to the periphery of the positioning block; and after assembling the gear set into the housing and connecting the cover with the housing as a whole, the helical gear at the end of the axle will engage with the bevel gear; when the speed control mechanism rotates, the cone surface of the central hole of the bevel gear will match with the cone surface of the axle; and under centrifugal force generated by the bevel gear of the gear set, the bevel gear would be drawn back to form a cone-engagement stopping force

along an axis direction of the axles, thereby generating a damping force.

Claim 12 (new): The central speed control mechanism for remote control cars according to claim 11, wherein shaft sections of equal diameter are provided in the front of the cone of the middle axles to prevent the engaging cones from getting stuck.

Claim 13 (new): The central speed control mechanism for remote control cars according to claim 11, wherein shaft sections of equal diameter are provided in the rear of the cone of the middle axles to prevent the engaging cones from getting stuck.

Claim 14 (new): The central speed control mechanism for remote control cars according to claim 11, wherein as the shaft sections of equal diameter are provided in the front of the cone of the axles, a space is formed in-between the cone surface of the central hole of the bevel gear and the cone surface of the middle axle when connecting with each other, thereby preventing the engaging cones from getting stuck.

Claim 15 (new): The central speed control mechanism for remote control cars according to claim 11, wherein as the shaft sections of equal diameter are provided in the rear of the cone of the axles, a small space is formed in-between the cone surface of the vertical wall of the shaft section and the cone surface of the middle axle, thereby preventing the engaging cones from getting stuck.

Claim 16 (new): The central speed control mechanism for remote control cars according to claim 11, wherein the gear set is composed of a positioning block, four bevel gears, and four axles.

Claim 17 (new): The central speed control mechanism for remote control cars according to claim 11, wherein the inner wall of the housing is provided with four grooves.

Claim 18 (new): The central speed control mechanism for remote control cars

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according to claim 11, wherein the end of the axle is in form of square cap, such that when it is engaged inside of the grooves in the inner wall of the housing, the speed control mechanism will stop rotating.